

Sunday, November 8, 1992

Central Utah's Newspaper for 119 Years - Provo, Utah

## Shivery solitude



Cold weather didn't deter Roland Lanza, who hails from Salt Lake City, as he casually casts a fly during a quiet moment of fishing earlier this week on the Provo River. Snow showers earlier in the week gave way to sunshine by Saturday.

Herald Photo/Jason Olson



tion. CUWCD has spent the past year lavishing the area with numerous advantages to the airport site, including ample property for the foreseeable future (44.94 acres) plus land for the youth detention center, no wetlands, no farmlands, access from two freeway off ramps, nearby utilities and airport transportation availability.

Initially environmentalists opposed the project because of damage to the environment already done by construction of the dams and pipelines, and the lack of funding for environmental mitigation.

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# The Daily Herald

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Monday, January 11, 1993

## New Provo River plan draws fire

By JOSEPHINE ZIMMERMAN  
Herald Staff Writer

OREM — A coalition of outdoor organizations has voiced strong opposition to a Utah Department of Transportation proposal to build a 1,000-foot bridge across the Provo River as part of the highway widening project.

"The bridge will be located near the Sundance turnoff and will destroy over one acre of crucial wetland and streambanks that support the river's prized brown trout fisheries, river otter and beaver populations," the organizations stated in a press release.

That section of the river has been recognized as one of the few remaining Class A fisheries in Utah.

Joining in opposition to the bridge, according to the press release, are the Utah Division of Wildlife Resources, the U.S. Army Corps of Engineers, The Stonefly Society, the Utah Wildlife Leadership Coalition, American Rivers, American Fisheries Society, Trout Unlimited and Sundance.

The groups are urging citizens to appear at a public hearing to voice their opposition Tuesday at 7:30 p.m. at the Orem High School auditorium.

"The proposed construction of this bridge is a surprise to the outdoor community, since this is not a design agreed to in the final supplemental environmental impact statement," the press release continued.

"The lower portion of the river has already been turned into a sterile cement culvert because of UDOT's construction. This destruction has occurred despite their many promises that the river would not be adversely affected. The proposed bridge site is one of the few areas along the Provo River that remains pristine."

The groups also expressed frustration with the lack of information available to the public about the issue.

The organizations are urging that citizens request UDOT to look into the cost of moving the Salt Lake Aqueduct, which would eliminate the need for the bridge and five retaining walls through the canyon narrows. The aqueduct, currently running through Provo Canyon, does not leave enough room for all four road lanes and the aqueduct, thus a bridge would have to be built with cement retaining walls in the river.

UDOT revealed it is proposing three options for the section of highway from Vivian Park to Wildwood:

- Modification of the original plan (approved in the environmental impact statement) by eliminating construction of one of the proposed tunnels, moving the parkway closer to residents at Wildwood and modifying the S.R. 92 (Sundance) intersection.

- A "split alignment" (preferred by UDOT) which would place the highway farther from Wildwood. The design requires construction of a 1,000-foot-long

bridge that would cross the Provo River, plus construction of two tunnels to carry westbound traffic.

- Construction of three tunnels, two to carry westbound, and one eastbound traffic. The alternative is the only design concept that would require the destruction of homes in the Wildwood area.

The outdoor coalition points out that the two-tunnel design would avoid the river, but would eliminate two to three cabins in the Wildwood community.

"While this is very unfortunate, the river will be forever compromised if the bridge is built, and the cabins can be relocated. Both options carry a heavy price tag," the release stated.

# Avalanche Shuts Highway 189, Buries Business

By Taylor Syphus  
SPECIAL TO THE TRIBUNE

**PROVO** — David Grow had his livelihood wiped out early Wednesday morning when a wall of snow 1,000 feet wide plunged over Bridal Veil Falls in Provo Canyon and buried his business.

"We don't have the resources to rebuild," Grow said as he surveyed the destruction caused by the avalanche that broke loose about 2 a.m. and poured over the aptly named Cascade Mountain.

The Provo resident owns the concessions at the waterfall, which is popular with summer visitors and features one of the world's steepest trams. The tram provided an aerial view of the falls. Grow also maintained snack and gift shops at the site, and two railroad cars, one of them an antique caboose.

Wednesday they all lay under 60 feet of snow, which also blocked the Provo River.

"It's hard to give up," Grow said. None of the damaged structures was insured.

Damage estimates have ranged from \$500,000 to \$1 million.

Fearing the natural dam would cause flooding in the Utah County community of Springdell, a mile below the falls, officials evacuated about 100 residents from 25 houses about 4 a.m. Wednesday. However, all were allowed to return to their homes after workers at Deer Creek Reservoir diverted the water that would have flowed down the river.

By 6 p.m., the snow blocking the river had been undercut by the backed-up water and officials expected the river's flow to be running at normal levels today.

Kevin Griffith, avalanche control specialist for the Utah Department of Transportation (UDOT), said the avalanche started at 10,400 feet above sea level on the south side of the canyon and fell more than 5,000 feet, plowed across U.S. Highway 189 and traveled 200 feet up the canyon's north side, leaving a 1,000-foot-wide swath of snow littered with debris.

As the snow ripped through ravines, it pushed 200-mph winds before it, uprooting and splintering trees like matchsticks.

A 70-foot-long boxcar that Grow used for storage at the falls